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BULLETIN Co. [Ltd.]

EDMONTON BULLETIN, NOV. 10th, 1893.

THE PLEBISCITE.

The full returns of the plebiscite are at last and show a victory for prohibition almost all along the line. Six out of seven provinces have declared for prohibition by unquestionable, and in some cases by overwhelming majorities; and in the whole country prohibition has a majority of over 13,000. It is true that the turn out of voters was not as large as would have been desirable, or as the importance of the issues at stake required. Still, all things considered, in most cases a fair vote was polled, — a vote large enough to be fairly taken as an indication of the desire of the people, so far as that desire can be reached by means of a popular vote. In the case of the Maritime provinces, Ontario and Manitoba this vote was a repetition of a former expression of opinion, so that whether the vote is large or small it must be accepted as definite so far as these provinces are concerned.

While it is desirable that there should be no misunderstanding as to the extent to which the people of Canada have declared for prohibition, neither should there be any mistake as to the extent to which they have declared against it. The chiefly French speaking province of Quebec has declared against it by nearly as large an actual majority, and a much larger proportionate majority, than the other provinces have declared for it. Leaving out of calculation the province of Quebec, the country is unquestionably in favor of prohibition, and the vote would be ample justification for prohibitory legislation; but taking in that province the prohibition majority is cut down so low that the question of accepting such a small majority as a basis for the drastic legislation of a prohibitory law becomes at least arguable. It is not possible to use the overwhelming majorities in favor of prohibition in the seven provinces as a reason for enforcing national prohibition. If the large majorities for it in these provinces are a reason for its enforcement there, the larger majority against it in Quebec is just as good a reason against its enforcement there. National prohibition must stand or fall on its support by a majority of the nation, not on the majority given by one part of the nation.

There is a further feature of the case in this connection that it may be worth while to dwell on. A law is only a law in so far as it is enforced. The only real question in regard to a prohibitory law is that of its enforcement. All other questions regarding it have practically passed out of the realm of argument. Our laws are made by our legislators, but they are enforced through our magistracy and our jury system. The essential principle of our magistrate and jury systems is that our magistrates and jurors shall be representative of respectable public opinion. If respectable public opinion as represented on the magistrate's bench or in the jury box is opposed to a certain law either in principle or in detail, that law thereby becomes difficult or impossible of enforcement. This is a simple statement of fact which is within the knowledge of everyone who chooses to give the matter a moment's consideration, and yet which seems to escape the notice of a great many people. To mend this condition of affairs would involve a complete change in our system of administration of justice, which is not at present in prospect. This is where prohibition has always been weak in the cities. It is a fact — to be deplored, but nevertheless a fact — that public opinion in the cities is not generally in favor of prohibition. That being the case the enforcement of prohibition in the cities of a prohibition district is always more lax than in the surrounding country; and that laxity is perpetually held up as a proof that prohibition cannot prohibit.

In the case of the province of Quebec there is a very large body of people amongst whom, on the showing of the returns, public opinion not only does not favor, but is strongly against prohibition. It is a plain fact that the enforcement of prohibition under such circumstances through

the province of Quebec is an impossibility. Under the scheme of confederation the administration of civil justice is entirely in the hands of the provinces. With a people overwhelmingly against prohibition and having the leverage of the control of their provincial government, its enforcement in that province becomes utterly impracticable.

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What course the government will suggest that parliament shall take in the face of these difficulties it is impossible to say. They have been guided by a desire to satisfy the aspirations of prohibitionists in the submission of the question to popular vote. Having gone so far in that direction it is natural that they should wish to give effect to the desire expressed. At the same time there is no profit in ignoring the fact that prohibition which failed to prohibit amongst one-third of the people could not effectually or for long prohibit amongst the other two-thirds; especially when in that other two-thirds the difficulty of enforcing the law in the cities would be great enough in any case.

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GOLD ON THE LIARD.

A recent arrival at Vancouver from Telegraph creek, told the World, that just before leaving to come out he had met a party of men who had been on the headwaters of the Liard river. There were six of them and they had been making from \$25 to \$50 a day each all through the season. They reported the diggings very good and said that several very good quartz claims had been struck and promised to turn out well.

IN CASSIAR.

J. H. Gillespie, who recently arrived at Vancouver from Cassiar, told the World, that about 1,800 horses, which for the most part were brought in over the Edmonton trail are wintering between McDame and Telegraph Creek.

Mr. Gillespie was guide to a party which last year went to Francis lake at the head of the Liard from Vancouver by way of the Stikine. B. Kennedy, who it will be remembered was suffering from scurvy and died at Houle canon, on the Pelly from the shock of seeing Gibney and Baalam drowned, was one of Gillespie's party. He at one time lived in Vancouver but latterly at Grand Junction, Colorado, where his family resides. His life was insured for \$10,000.

Mr. Gillespie located a number of placer and quartz claims on McDame's creek, and located a mile of ditch from the third north fork of McDame to the first north fork. This will carry 300 inches of water for eight miles and will allow of the working of the benches on McDame's creek, which are said to be good pay ground.

LACOMBE.

Election day passed off very quietly. It was a good day for ploughing which made the farmers think more about their own immediate requirements.

H. McCully went to Winnipeg last week and from there will go east. Mrs. McCully and family went east on the 3rd, where they intend to make an extended visit. Mr. Olivier is our temporary station agent.

Mr. Huxley has been employed by Mrs. Glass in the store formerly owned by J. Mair.

Mr. Swanson and family have arrived from Belleville, Ontario, and will live in town during the winter.

Mr. Drader, of Ontario, owner of a half section, is moving out here with his family and will commence ranching.

A town well is being bored by the Mathias Co. This is a much needed requirement.

G. Jamieson is building a house on Nanton street and will start a tailor shop.

The co-operative store is progressing. There will be apartments for both hardware and dry goods, and on the second flat will be a large hall.

Rev. W. Chegwin and wife, of South Edmonton, spent last week with Rev. E. J. Chegwin.

Three car loads of cattle were shipped to Winnipeg on the 29th.

A large quantity of grain is being brought into town at present.

Miss Murphy went to Olds on the 5th, where she will remain until schools re-open.

Mr. Youmans, of Hobbens, made a short visit here last week.

A little daughter arrived at W. Schale's on the 3rd.

The Orangemen's supper on the 5th, was a complete success both financially and socially.

Nov. 7, '98.

AGRICOLA.

Threshing is now nearly completed here; but very little wheat is moving. So much dissatisfaction exists amongst the farmers at the extremely low prices prevailing, also at the unsatisfactory mode of buying at the railway station, that many farmers are feeding their wheat to pigs, finding that more profitable than hauling grain to town.

One of our farmers took a load of fairly good wheat to South Edmonton where he was offered 36¢ a bushel for it. Declining to accept this he took his load to Ritchie's mill and received for it 43¢ a bushel. If the buyers of wheat do not act more fairly the farmers of this settlement propose to build an elevator of their own and handle all their own grain for the future, this can be done without any difficulty, as within a radius of five miles square fully 42,000 bushels of grain have been threshed in this settlement.

The new road through a slough opposite section 3, township 54, Range 22, has been completed by Hugh Irwin, road overseer, for \$70. Four hundred and sixty-two yards of grading averaging three feet high has been done and 130 yards of a cut averaging two feet in depth, making a total of 592 yards of heavy grading. Those who did the work are as well satisfied with the wages authorized to be paid by the public works department as the public are with the road; which proves that the present system of expending public money is just, where competent and honest overseers are employed; and as the overseer is elected by the people it is their own fault if they do not see to it that he is a responsible man.

So much depends on the condition of the roads for the farmer, that it is to be hoped that more interest will be taken in future as to the expenditure of government funds on roads. The hills over which the road to South Edmonton passes could be much improved, and if the business men of the town are alive to their own interests they will see that improvements are made therewithout delay.

CLOTHING

We have just received our complete stock of Winter Clothing, which has been selected in the east by one of our representatives, on which we will give you special value.

Call in and see our stock.

Sigler & Cristall

I have just received a nice lot of Blouses, Wrappers AND SKIRTS.. CHILDREN'S REEFERS—Fine Wool Dress and Plushes. Also a very fine line of China Silk, Silk Handkerchiefs, Mittens, Special Bargains in Silks and Ribbons. Some lines of Fancy Goods and Laces.

NOTICE.

Fort SASKATCHEWAN MILLING CO

LUMBER FOR SALE AT STURGEON MILL

A kind of lumber for sale. Boat lumber specially. Call or write for prices.

LOS.

Since last spring one three-year-old bay horse, large white face, branded with curb bit on left hip, white legs, weight about 1,000. Was raised on the Hounds' Indian reserve by Mr. Clark. A reward of five dollars will be paid for capture leading to its recovery.

G. P. HARRIS

ERNEST JOHANNSEN, South Edmonton.

100 ADVOGATES, EDMONTON.

OMENICA GOLD.

The placer claims on Vital creek, a tributary of the Omenica, have been sold by the individual miners who owned them, to an English syndicate who will work them by hydraulic process. The price paid was \$12,000.

A ROAD TO OMENICA.

A purchaser of mining properties in the Omenica district said to the Vancouver World recently: The Government of British Columbia should make a road in there so that men could get in with provisions and then they would open a vast extent of valuable land. It would cost \$1,000 a mile for 300 miles from Quesnel to Manson gate to build a good wagon road and that would do much more good than a road from Ashcroft to Quesnel, which is now talked of. There is a great deal of fallen timber that makes travel difficult. Next year, I expect Col. Wright will take out \$30,000 or \$40,000, for so far they have simply been preparing for a clean-up. This statement gives an idea of the comparative cost of roadmaking west and east of the mountains.

PORT LIARD.

A letter from R. N. Scott, of the Laraway party of Cowansville, Quebec, dated from Port Liard on July 31st, is published in the eastern press. The Laraway party had joined forces with parties from Los Angeles, Nova Scotia and Montreal, twenty men in all. They expected to reach Hell gate on the Liard by August 1st and winter there. They had found good prospects of fine gold, 50 colors to the pan, which was estimated to be good for \$10 a day. They were well pleased with their progress and prospects. The members of the Laraway party are Messrs. Laraway, R. N. Scott, two Wells Bros., Gilman Westover of Sutton, Chas. Barber of Bronx Corner, and Prentiss of North Sutton,

NEW YUKON STRIKES.

Recent returned prospectors report to the Vancouver World good placer strikes on the Dalton trail. The creeks are named McKinley and Porcupine. Two men took out \$30 in five hours and two other men took out \$300 in 17 hours of coarse gold in five days and are going back next year.

Another strike has been made about 100 miles from Tagish lake.

An important strike is reported on a small creek putting into the Yukon 18 miles below the mouth of Stewart river.

Good reports are also brought from Stewart river itself.

If the Stikine railway deal had gone through these several strikes would have been blancketed by Mackenzie and Mann, in addition to everything that was worth having around the Klondike.

TO CLEAR OUT

The balance of Klondike Goods we are now offering some great Bargains in . . .

FUR-LINED OVERCOATS

MACKINAW SUITS,

MACKINAW SHIRTS,

LINED OVERALLS,

HEAVY UNDERWEAR

SWEATERS, BLANKETS,

HATS AND CAPS,

GLOVES, MITTS, SOCKS,

BOOTS AND SHOES,

MOCCASINS, RUBBERS,

ETC., ETC., ETC.

ROSS BROS.

GEO. T. BRAGG,

Agent C.P.R. Lands

Railway Loan & Savings Co.

Fire, Accident, Plate Glass and Guarantee Insurance

Edmonton Loan & Savings Co.

Edmonton 7 yrs Writers and supplies.

Office next to Macdonald's Drug Store.

HOTEL ARRIVALS.

Alberta—G. M. Manuel, Toronto; A. E. Welde, Winnipeg; Chas. Armstrong, S. Vineberg, H. V. Nicholson, Montreal; J. M. Raines, Rat Portage; T. W. Lines, South Edmonton; Guat. Bich, Portage, U. S. A.; G. W. Hislop, San Francisco; J. M. Raines, Rat Portage; W. Williams, Montreal; G. Larrent, Paris, France; L. Soulier, Calgary.

Queens—W. Pearce, town; J. T. Bell, Medicine Hat; A. G. W. Heapy, Innisfail; W. Alexander, C. Doucet, Stony Plain.

Jasper—J. Oliver, P. McPhee, M. McDermid, J. McDermid, H. McDermid, Stony Plain; F. G. Nofield, Calgary; J. Williams, Clover Bar; W. H. Carson, Lesser Slave Lake; X. Powell, H. Powell, Sturgeon.

ACROSS THE MOUNTAINS.

The run to Calgary nothing need be said. The date was October 4th. The leaves fallen, and the morning air felt in driving across the river to the station, was quite as sharp as was pleasant, and indeed found it in a hint of winter. Only a hint it is true, but none the less recognizable. The main line train is taken at Calgary at 3 a.m. The mountains are entered and the coal mining town of Canmore and Anthracite are passed before day-light. Unless the traveller is a very early riser Banff, the capital of Canada's national park, is also passed before he is up. The village of Banff, the springs and the hotels are at some distance, and are not seen from the station. The station is a large, airy building, of round smoothed and varnished logs, a style of architecture which the C. P. R., with excellent taste, have adopted in the mountains here. The valley is comparatively wide and level, but the mountains stand up very high and very jagged at each side. An observation car is taken on at Banff. This is a passenger car, open at the sides, and gives the best possible chance of observing the scenery. The valley continues wide and level, but with a stiff up grade to the summit of the pass. The mountain peaks have been getting higher and higher and the sides steeper and steeper as the summit is approached, until in many cases there are sheer precipices of thousands of feet, and glaciers lie amongst the mountain tops wherever there is holding ground for them. The summit of the pass is nothing. A little pond from which flows the Bow River eastward, and to the Kicking Horse westward. For a few miles beyond the summit the conditions do not change and the down grade is not very great. At Hector station the Kicking Horse expands into a little lake, out of the western side of which it breaks through a narrow gorge, and goes bounding down, down, down, hundreds and hundreds of feet to its low level at Field station. It seems as though the mountains on each side, which stood shoulder to shoulder through the pass to Hector, now divide down to their base. Down this division the Kicking Horse river falls, a roaring torrent, and the railway in following the river down, takes its heaviest grade, known as the Big Hill. The drop is something over 200 feet to the mile for several miles. The scenery at this point is particularly grand. Mount Stephen, from the south side of the pass, and along its side the railway runs. Here the traveller gets his first view of the height and sharpness of the mountains. Looking upward it is difficult to see the top of Mount Stephen, it is so steep and so far above. Looking downward the river is roaring far below and still going down. A high bridge over the Kicking Horse, a short tunnel through a shoulder of Mount Stephen, the high peaks and great glacier, the deep chasm and the rushing river make up a picture that is not surpassed anywhere in the world, and that cannot be forgotten. The steepness of the grade is apt to give rise to a somewhat ticklish feeling, wondering what would happen if anything should let go. But nothing does let go. All contingencies are provided for so that the traveller runs no more risk here than on any other part of the line. The only special danger is that of a runaway. This is provided against in the first place by the strength and heavy engines and the most perfect breaking apparatus. Besides this, safety switches guarantee that if the train did run away it could not run far. A safety switch is one which after connecting with the main track runs up hill far enough to stop any train which might come on it. The switches are always closed—if that is the right word—except while a train is actually passing the connection. Each switch is tended by a man, who on hearing the whistle of the train, opens it to let the train pass and then closes it until the next train whistles to have it opened. The danger of rock falling on the track from the sides of the cuts is guarded against by men who continually walk forward and back on the track and flag the train if a rock has fallen and cannot be removed in time. By these means the danger which without extra precautions would be great, is reduced to the lowest point; as it must be in the case of a road which runs around the world tourist travel its leading feature. A particularity regarding the very high mountains when they are near, is that though they appear high, the eye loses the effect of by far the greater part of their height. While a thousand feet of height at the base looks a full thousand feet, a thousand feet at the top, say eight thousand feet higher up, does not look more than possibly 50 feet. The eye is not able to measure the great heights, and indeed is very deceiving. In looking down the case is different. Then every foot looks full twelve inches, and if the climber is not very steady headed a thousand feet is liable to appear like several miles.

Field station is at the foot of the Big Hill, and is in the flat of the Kicking Horse, when that stream has changed from a mountain torrent to a swift and shallow river, after its fall from the shoulder to the base of the mountains. The attractiveness of Field is due partly to the feeling of safety and to having actually crossed the Rocky Mountains, partly to the beauty of the situation, and partly to the manner in which art has added to nature's static buildings of airy and beautiful design, standing in green well kept lawns, with flowers in bloom and blossoming abundantly; but more especially because an excellent breakfast is served in the dining hall there. The scenery that has just been passed, and indeed still surrounds, is grand; grander than the Alps, it is said on good authority. But scenery alone is a very light diet. Mingled at proper intervals with good solid meals, however, it is very fine. Mountain climbing in a Pullman car, with first class eating houses at frequent and regular intervals, as in this land it is possible to have things in this world, varied and ill ordered world. To finish off the early morning scenery of the Rockies with a grand breakfast at Field is a climax of enjoyment that must be left to be appreciated.

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As soon as the divide is passed a great difference is noticed in the character and size of the timber. The trees are larger and finer, and there is altogether a full growth that can be found east of the divide. From the summit to the coast the wasteful abundance of fine timber is a leading feature of the country. Fine sawing

timber fills the valleys and gullies and covers all the lower parts of the mountain sides. Timber that will be destroyed by fire years and years before it can ever be used for use. Here is an inexhaustible reserve of the finest timber, and by the nature of the treeless plains for all time. Of little value for lack of sufficient demand at present, and handicapped by costly railway hauls, and consequently wasted to a bewildering and melancholy degree. Down the Kicking Horse from Field is Palliser where there is a large saw mill, cutting timber for the trade east of the mountains.

Before bidding good bye to the Rockies it may be in order to mention that although British Columbia has been with some aptness called a sea of mountains, the Rockies are in a class by themselves. They are the ideal mountains. They are more than ideal in their rocky rugged grandeur, in their sharpness of outline and in their towering height. The rest of the mountains of British Columbia are like mountains anywhere else in the world—that is, exaggerated hills. The Rockies are distinct and unmistakable. They have to be seen and compared with others before the aptness of the name can be fully appreciated.

The Kicking Horse crooks about among the sea of mountains and the railway follows its valley to the Columbia, through wild looking cuts, along risky looking embankments and through a tunnel or two to its junction with the Columbia at Golden. (Continued next issue.)

GROWNS NEST PASS RAILWAY.

The Crow's Nest Pass railway will issue a new time card immediately. Trains will thereafter leave Macleod at 8:30 a.m. instead of 7:30 a.m. heretofore. By this change the time will be saved in arriving via the C. P. R. can make close connections, as they will reach Macleod at 8:45 p. m. Trains will arrive at Macleod at 6:45 p. m. and make connections with the C. P. R. at 7 o'clock.

DEATHS.

MCLEAN—At Sturgeon river on November 2nd, Hugh McLean, aged 75 years. The funeral services were conducted by Rev. A. Forbes of Fort Saskatchewan.

To the Farmers!

We now have in operation, every day, a Burnstone Grain Chopper. All kinds of grain chopped at moderate prices.

STAPLEY & BREWSTER.

Neat Skating Rink.

WALTER EDWARDS, NEWS AGENT.

Office at Grand Central Hotel. All kinds of Newspapers on hand. Office hours 12 to 6.

Big Bargains...

For every Buyer who calls on us before our stock is moved into our new block.

Don't miss it.

Gariepy & Chenier

Edmonton Steam Dye Works

F. MAYERHOFER, Proprietor.

Clothes, Blankets, Hats and Neckties cleaned and made to look as good as new. All kinds of cloth dyed.

Works near Electric Light Engine House.

Kimball

Japanese Cigarettes

MILD AND SWEET.

FRANCIS FITZGERALD,

Sole Agent for Edmonton,

Opposite La Banque Jacques Cartier, Edmonton.

Notice to Creditors

O. C. WEST, DECEASED.

Notice is hereby given by order of the Honorable Mr. Justice Rouleau, dated the 13th day of October, 1898, that the creditors and others having claims against the estate of the above named Cyril Clifton West, are to send in their claims and addenda to the Administrator, Mr. J. G. Grieron, for the administration of the estate of the said deceased within four weeks after the first publication of this notice.

And take notice that after the expiration of the time aforesaid, the Administrator will be at liberty to distribute the assets of the deceased, or any part thereof, amongst the parties entitled thereto, having regard to the claims only of which he has then notice.

Dated at Edmonton this 13th day of October, A.D. 1898.

BECK & EMERY,
Advocates for the Administrator.
First publication of this notice 7th November, 1898.

Notice is hereby given by order of the Honorable Mr. Justice Rouleau, dated the 13th day of October, 1898, that the creditors and others having claims against the estate of the above named Anthony McLellan, are to send in their names and addresses, and addenda to the Administrator, Mr. J. G. Grieron, for the administration of the estate of the said deceased within four weeks after the first publication of this notice.

And take notice that after the expiration of the time aforesaid, the Administrator will be at liberty to distribute the assets of the deceased, or any part thereof, amongst the parties entitled thereto, having regard to the claims only of which he has then notice.

Dated at Edmonton this 13th day of October, A.D. 1898.

BECK & EMERY,
Advocates for the Administrator.
First publication of this notice 7th November, 1898.

Our reputation is a full guarantee to all purchasers at

At \$2.00 per ton. Cash on delivery.

S. MORAN, Edmonton.

HUDSON'S BAY
Stores.

Hudson's Bay Company

(INCORPORATED 1670)

Fall and Winter Goods

Now to hand and selling fast.

Ladies' Dress Goods

Ladies' Coats and Capes,

Ladies' Blouses,

Ladies' and Children's Mantle Cloth and Coatings

in great variety..

MISSSES,

GIRLS AND

CHILDREN'S

Coats and Ulsters

In latest materials, designs and patterns for fall and winter wear, all direct from the manufacturers.

Underwear,

Hosiery and

Woollen Goods

A complete stock in all lines specially suitable for the country and season, at bottom prices.

Clothing

A complete stock of Men's Youths' and Boys' Suits and Suitings, Overcoats and Coatings, Shirts, Underwear and Hosiery, also Furnishings of all descriptions for all ages and at prices to suit all.

Fur Goods

Men's Fur Coats, Caps and Mitts, Ladies' Fur Coats, Caps, Collars, Boas and Gauntlets. A large variety in the latest styles at reasonable prices.

Boots and Shoes, Felt Footwear, Overshoes and Rubbers.

In these our stock is complete with new goods, offering special advantages for winter comfort at a reasonably small outlay.

House Furnishings

Carpets in Brussels, Axminster, Tapestry, Wool and Union. Art Squares in Wool and Union from 12 x 15 feet to 9 x 7½ feet in latest designs. Rugs, Mats and Matting, Oilcloth and Linoleum, Stair Carpet, Oilecloth and Linens. Curtains in Chenille, Damask, Madras, Lace and Muslin, with Poles and Fittings to match. Table Covers in Chenille, English Tapestry, Damask and Felt. Fancy and Stamped Velvet for Drapes.

Good as the best. \$2.00 per ton delivered.

TELEPHONE.

W. HUMBERSTONE,

Do you want A BARGAIN

...Snares for next Thirty Days...

Fine Miners' Boots, regular \$4.50, for \$2.50.

Fur-lined Duck Coats, fur collar, regular \$9.00, for \$6.00.

Fur-lined Duck Coats, corduroy collar, regular \$7.50, for \$4.50.

Duck Kersey lined Pants for \$2.25.

LEATHER COATS AT COST..

We now have our full line of Felt Goods, Moccasins, Rubbers and Overshoes opened. See our window.

Ladies, we have another shipment of BLOUSES, SKIRTS AND JACKETS. The Skirts are good width and lined throughout with linnenette.

We are headquarters for Groceries and Crockery.

J. H. Morris & Co's.

THE ONE PRICE CASH HOUSE.

ENORMOUS

Consignment of Ranges, Cook and Heating Stoves

Now being set up in our New Store. These Stoves we will sell cheap for cash.

Tinwork and Stove Fitting done on short notice.

...JAS. A. STOVEL.

Horse Blankets!

Horse Blankets!

FOR ALL NATIONS.

One gross, or twelve dozen, just arrived, comprised as follows:

One dozen Irish Frieze,

One dozen English Worsted,

One dozen Scotch Tweed,

One dozen American,

One dozen German,

One dozen French,

One dozen Belgian,

One dozen Hungarian,

One dozen Russian,

One dozen Indian,

One dozen Galician Fir.

One dozen Irish Frieze,

One dozen English Worsted,

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